

§ 29.1157 Carburetor air temperature controls.

There must be a separate carburetor air temperature control for each engine.

§ 29.1159 Supercharger controls.

Each supercharger control must be accessible to—

- (a) The pilots; or
- (b) (If there is a separate flight engineer station with a control panel) the flight engineer.

§ 29.1163 Powerplant accessories.

(a) Each engine mounted accessory must—

- (1) Be approved for mounting on the engine involved;
 - (2) Use the provisions on the engine for mounting; and
 - (3) Be sealed in such a way as to prevent contamination of the engine oil system and the accessory system.
- (b) Electrical equipment subject to arcing or sparking must be installed, to minimize the probability of igniting flammable fluids or vapors.
- (c) If continued rotation of an engine-driven cabin supercharger or any remote accessory driven by the engine will be a hazard if they malfunction, there must be means to prevent their hazardous rotation without interfering with the continued operation of the engine.

(d) Unless other means are provided, torque limiting means must be provided for accessory drives located on any component of the transmission and rotor drive system to prevent damage to these components from excessive accessory load.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-22, 49 FR 6850, Feb. 23, 1984; Amdt. 29-26, 53 FR 34219, Sept. 2, 1988]

§ 29.1165 Engine ignition systems.

(a) Each battery ignition system must be supplemented with a generator that is automatically available as an alternate source of electrical energy to allow continued engine operation if any battery becomes depleted.

(b) The capacity of batteries and generators must be large enough to meet the simultaneous demands of the engine ignition system and the greatest

demands of any electrical system components that draw from the same source.

(c) The design of the engine ignition system must account for—

- (1) The condition of an inoperative generator;
- (2) The condition of a completely depleted battery with the generator running at its normal operating speed; and
- (3) The condition of a completely depleted battery with the generator operating at idling speed, if there is only one battery.

(d) Magneto ground wiring (for separate ignition circuits) that lies on the engine side of any firewall must be installed, located, or protected, to minimize the probability of the simultaneous failure of two or more wires as a result of mechanical damage, electrical fault, or other cause.

(e) No ground wire for any engine may be routed through a fire zone of another engine unless each part of that wire within that zone is fireproof.

(f) Each ignition system must be independent of any electrical circuit that is not used for assisting, controlling, or analyzing the operation of that system.

(g) There must be means to warn appropriate crewmembers if the malfunctioning of any part of the electrical system is causing the continuous discharge of any battery necessary for engine ignition.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-12, 41 FR 55473, Dec. 20, 1976]

POWERPLANT FIRE PROTECTION**§ 29.1181 Designated fire zones: regions included.**

(a) Designated fire zones are—

- (1) The engine power section of reciprocating engines;
- (2) The engine accessory section of reciprocating engines;
- (3) Any complete powerplant compartment in which there is no isolation between the engine power section and the engine accessory section, for reciprocating engines;
- (4) Any auxiliary power unit compartment;

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(5) Any fuel-burning heater and other combustion equipment installation described in § 29.859;

(6) The compressor and accessory sections of turbine engines; and

(7) The combustor, turbine, and tail-pipe sections of turbine engine installations except sections that do not contain lines and components carrying flammable fluids or gases and are isolated from the designated fire zone prescribed in paragraph (a)(6) of this section by a firewall that meets § 29.1191.

(b) Each designated fire zone must meet the requirements of §§ 29.1183 through 29.1203.

[Amdt. 29–3, 33 FR 970, Jan. 26, 1968, as amended by Amdt. 29–26, 53 FR 34219, Sept. 2, 1988]

§ 29.1183 Lines, fittings, and components.

(a) Except as provided in paragraph (b) of this section, each line, fitting, and other component carrying flammable fluid in any area subject to engine fire conditions and each component which conveys or contains flammable fluid in a designated fire zone must be fire resistant, except that flammable fluid tanks and supports in a designated fire zone must be fireproof or be enclosed by a fireproof shield unless damage by fire to any non-fireproof part will not cause leakage or spillage of flammable fluid. Components must be shielded or located so as to safeguard against the ignition of leaking flammable fluid. An integral oil sump of less than 25-quart capacity on a reciprocating engine need not be fireproof nor be enclosed by a fireproof shield.

(b) Paragraph (a) of this section does not apply to—

(1) Lines, fittings, and components which are already approved as part of a type certificated engine; and

(2) Vent and drain lines, and their fittings, whose failure will not result in or add to, a fire hazard.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29–2, 32 FR 6914, May 5, 1967; Amdt. 29–10, 39 FR 35463, Oct. 1, 1974; Amdt. 29–22, 49 FR 6850, Feb. 23, 1984]

§ 29.1185 Flammable fluids.

(a) No tank or reservoir that is part of a system containing flammable

fluids or gases may be in a designated fire zone unless the fluid contained, the design of the system, the materials used in the tank and its supports, the shutoff means, and the connections, lines, and controls provide a degree of safety equal to that which would exist if the tank or reservoir were outside such a zone.

(b) Each fuel tank must be isolated from the engines by a firewall or shroud.

(c) There must be at least one-half inch of clear airspace between each tank or reservoir and each firewall or shroud isolating a designated fire zone, unless equivalent means are used to prevent heat transfer from the fire zone to the flammable fluid.

(d) Absorbent material close to flammable fluid system components that might leak must be covered or treated to prevent the absorption of hazardous quantities of fluids.

§ 29.1187 Drainage and ventilation of fire zones.

(a) There must be complete drainage of each part of each designated fire zone to minimize the hazards resulting from failure or malfunction of any component containing flammable fluids. The drainage means must be—

(1) Effective under conditions expected to prevail when drainage is needed; and

(2) Arranged so that no discharged fluid will cause an additional fire hazard.

(b) Each designated fire zone must be ventilated to prevent the accumulation of flammable vapors.

(c) No ventilation opening may be where it would allow the entry of flammable fluids, vapors, or flame from other zones.

(d) Ventilation means must be arranged so that no discharged vapors will cause an additional fire hazard.

(e) For category A rotorcraft, there must be means to allow the crew to shut off the sources of forced ventilation in any fire zone (other than the engine power section of the powerplant compartment) unless the amount of extinguishing agent and the rate of discharge are based on the maximum airflow through that zone.